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News of **MAR** anello



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REGIONAL DIRECTOR'S MESSAGE



To Improve is to Change

With this Edition of the News of MARanello we see lots of change happening all around us. This is the first issue for our new Editor Pat Transue and he has done a spectacular job continuing the tradition of this magazine but starting to put his own touches on it! There are also changes for the club as we begin a new year of events, gatherings, and exciting times as we adjust to the ever-changing norms of a world living with Covid.

We also find ourselves bracing for a new year of change amongst our favorite brand, Ferrari, which will debut its newest line of cars including a first ever Ferrari SUV. Spy photos of the Purosangue have been leaking onto the internet juxtaposed by the debut of the 2022 Ferrari F1 racecar. This has felt to some like a jarring mix of images but to me represents the continual evolution of the brand. The Purosangue shows that Ferrari is looking to expand into new markets and reach a broader audience to share the passion and emotion of driving a Ferrari road car. While the evolution of the 2022 F1 car shows the technological innovation, creativity and passion of Ferrari to handle significant changes to the F1 rulemaking, adopting new body work and a radically different aerodynamic prescription for the pinnacle of motor racing.



1962
2022



All of these changes remind us that the world is evolving and changing constantly, in fact Winston Churchill once said "To improve is to change; to be perfect is to change often."

Whether we see those changes in small ways in our daily lives or large ways in major institutions and product lines. These changes are happening and its important that we embrace change and find the gift, I believe there always is one. As we look to the future of Ferrari I think these changes are good for the brand, good for the club, and good for expanding the next generation of Tifosi. After all, sharing the passion, history, and the emotion of Ferrari with as many people as we can is the charter of the Ferrari Club of America. I hope all of us can embody that charter in 2022 and continue to grow this club to live out that charter and share what we know to be the most iconic brand with all who care to join us!

Forza Ferrari!

Frank Privitera

NEW MEMBERS

A warm welcome to the following new members:

- Jay Bradley, Washington, DC
- Thomas Ensign, Bethesda, MD
- Keith Fischbach, Millersville, MD
- Mark Hansen, Ashland, VA
- Kyle Hovis, Suffolk, VA
- Brian Hurd, Richmond, VA
- Hossein Kalarestaghi, Ellicott City, MD
- Ben Mitchell, Purcellville, VA
- Robert Morin, Fredericksburg, VA
- Kevin Sims, Woodbridge, VA
- Shane Sonneveldt, Kensington, MD
- Leon Stepanian, Manakin-Sabot, VA
- Ian Young, Virginia Beach, VA



EDITOR'S NOTE

I would like to thank my son, Kyle (pictured above), a professional graphic designer who helped rescue this, my first issue of *News of MARanello!*

Pat Transue

Front cover: David Wheeler's 412, photo Bill Proctor

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EVENTS CALENDAR

Saturday, March 12, 2022 **Indoor Concourse, Essex MD**

Join fellow FCA-MAR members and attend this indoor event! Park your Ferrari in Lashdeep Singh's climate-controlled facility and enjoy food, drink and comradery! This 'concours' is a fun-only, non-judged event.

Contact Lashdeep Singh to register: Lashdeep.Singh@fca-mar.com



Saturday, March 26, 2022 **Virginia Historic Tour, Tidewater, VA**

Come take a ride along Virginia's famed "Plantation Highway" enjoying historic sites in the Tidewater region. Relax with FCA-MAR members and enjoy lunch following the rally.

Contact Joe Fortner to register: Joe.Fortner@fca-mar.com



Sunday, April 10, 2022 **Spring Autocross, Summit Point, WV**

The autocross will be conducted at Summit Point Motorsports Park, WV, and will provide an ideal venue for you to safely explore the limits of your Ferrari. As this is considered a low-speed event, no special car preparation is required.

Contact Lashdeep Singh to register: Lashdeep.Singh@fca-mar.com



Saturday, April 30, 2022 **Spring Open House, Treasured Motorcar Services** **New Freedom, PA**

FCA-MAR Sponsor, Treasured Motorcar Services, invites you to its annual Spring Open House and multi-marque Car Show.

For additional info about the Open House, contact Treasured Motorcar Services at (410) 833-2329.



NOTE: Event details are subject to change. Please check email and FCA-MAR website for updates!

LOOKING AHEAD

FCA-MAR TRAVELS NORTH OF THE BORDER!

THE 2022 CANADIAN F1 GRAND PRIX!

Formula 1 Canadian Grand Prix – After a two-year COVID-induced hiatus, we're looking forward to resuming our annual trek to Montreal to take in the sights and sounds of F1. **The provisional dates are June 16 to 20.**

Do you like F1? Vintage cars and racing? Great cuisine? A thoroughly European atmosphere? How about a mix of fun social events with other exotic car enthusiasts? If so, you will definitely enjoy this trip!

- **Hotel 10** – We will be staying at Hotel 10. The hotel accommodations, staff and location are terrific. It is located in the Quartier Latin district which is a vibrant neighborhood full of entertainment and nightlife.
- **Block of Rooms Reserved for FCA-MAR** – Rooms include free, secure underground garage parking and a buffet breakfast.
- **Road Rallies** – Friday morning, head north into the Laurentians! After the drive, we will stop by the L'Oratoire St. Joseph and Mont Royal for sightseeing and photo ops.
- **Social Events** – Enjoy a short road rally to Forquet Fourchette in Chambly where we will enjoy the fabulous lakeside cuisine. One evening will feature dinner in the Old Port historic area. Hotel 10 will host FCA-MAR for a nightly private happy hour in their lobby bar.
- **Karting** – There will be two karting sessions. One will be after our Friday rally. Another will be a private session with the staff of the karting facility giving us expert instruction Sunday morning prior to the race.
- **The Grand Prix** – The race venue is spectacular! Tickets on the event website are limited. It is the responsibility of club members to book tickets. Stubhub and Vividseats currently have good seat locations available at a variety of price points including General Admission.



Superb event organization



Hotel 10 boutique hotel



Circuit Gilles-Villeneuve

A caravan of FCA-MAR club members will leave from Essex, MD on the morning of Thursday, June 16 for the drive to Montreal. Some members are electing to fly to Montreal and join us at the hotel. Almost every detail of the weekend has been planned meticulously so that you can simply enjoy yourself. Of course participation in all of the events is optional.

Please contact the event coordinator, Lashdeep Singh for more information and to reserve a room. Availability is limited! Act now if you want to be a part of this special event! lashdeep.singh@fca-mar.com

The FCA-MAR Events team is always looking for help. Whether you are interested in organizing your own club event or helping facilitate an event that's already planned, please let us know! Working behind the scenes is a lot of fun and a great way to get to know more people in the club.

Contact Lashdeep Singh (lashdeep.singh@fca-mar.com) or Eric Tich (eric.tich@fca-mar.com).

Rally to the Eastern Shore

October 23, 2021



Words by Danny Sarmiento

Karen and I signed up months in advance for the Fall Drive to Rehoboth, Delaware, with a drive date of Saturday, October 23, 2021. As the date approached, Karen informed me that she would not be able to make the event due to work obligations. I debated about going as who would I bring and the weather was getting a bit cold ... a conundrum. However, the Club members are fun and friendly people, the cars are fantastic, and the drive would be nice, so the commitment was made to go. One of our

"kids", Cuddles – the stuffed Panda bear, said he would ride with me, with his Ferrari mask on. On the day, Cuddles and I drove early that morning from Alexandria to make the 9:00 AM meeting time at a Wawa gas station in Annapolis.

Upon our arrival, I filled up the car with gas, which was the easy part. The harder part was where to strategically park the car in the Wawa parking lot ... to protect the car, preferably an end slot hugging the curbs, maybe next to another 360, and facing out to make the start of the departure fast and easy. An appropriate parking stop was ascertained. Relief!! I wonder how many other people think this way. Humm??

Above: Ample reserved parking arranged by Lashdeep Singh.

Left: Zahir Shad's classy Aston Martin crossing the Bay Bridge.

Opposite, top: Eric and Amy Tich enjoying the top-down weather. Eric, Amy and Lashdeep on the Rehoboth Beach boardwalk.

Opposite, bottom: Danny Sarmiento's gorgeous 360 Spider with Cuddles in tow.

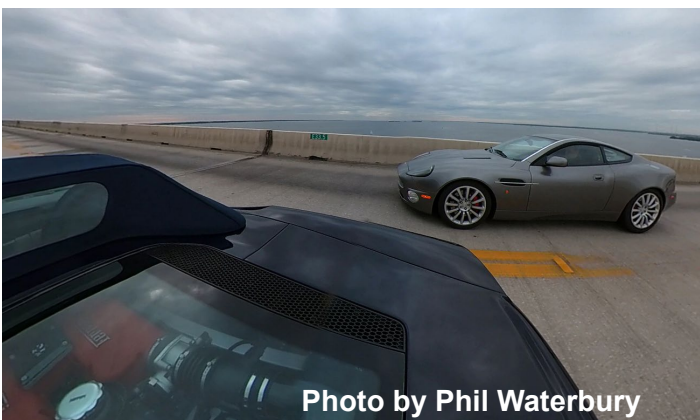


Photo by Phil Waterbury



Seeing the cars (mostly Ferraris, but also some other makes) and talking to the people is interesting and entertaining, especially meeting people who I have not met before and learning more about their cars. We all share one thing in common...car enthusiasts. There were 36 people who showed up. Do I wear a mask or not?

Lashdeep conducted the drivers' meeting at 9:30 am. At 9:45 am, we started off as a group. The weather was getting warmer. Top up or top down? The more enthusiastic drivers eventually ended up in the front. One can pick which group, enthusiastic or leisurely, to drive with for any portion of the event. Which group would I drive with? Ooo no, other dilemmas!

Since the drive was near the coast, there was not much changes in elevation, nor much curves; nevertheless, it was great to be driving with your fellow FAR-MAR members. We arrived at the mid-point rest stop at the Royal Farms gas station in Seaford,

Delaware, at approximately 11:00 am. The car did not need gas, but again the dilemma of where to park surfaced. This time any parking spot will have to do, but we parked facing out to make the departure easier. Hey, they all have nice cars and care for their cars, so nobody will bang their doors into our car's side. Right?? Yeap, all was well!

We arrived in Rehoboth and we all parked in a large parking lot that seemed it was reserved for us as we could all park close together as a group, but not too close to harm each other's cars. The parking lot was a few blocks away from the Blackwall Hitch restaurant. Does Cuddles stay in the passenger seat in plain sight or should me be put someplace else where he cannot be seen? I put Cuddles in the frunk for safe keeping. We walked (mask or no mask?) to Blackwall Hitch for a tasty lunch at 12:45 pm. Who do I sit with? I try to sit with people who I do not know to get to know them better. We belong to other car clubs, but the





Ferrari Club has the most genuine, interesting, and accepting, and caring people.

After lunch, some people drove to a scenic spot by the ocean to take pictures. Should we go or not? Cuddles (now in the passenger seat) and I did not go because we wanted to get an early start to avoid the beach traffic also heading home. The traffic back home was not that bad, so maybe we should have had went to the photo op.

It was an enjoyable event. All FAC-MAR events are great. Facing and overcoming one's challenges/dilemmas and attending events is far more rewarding, than not going at all. Smiles and miles.

Danny Sarmiento

Above: 'ROAD WORK AHEAD' double entendre! Eric Tich mapped a great route to Rehoboth Beach which avoided the usually clogged roads leading to the eastern shore.

Below: Not your everyday scene on the roads to the eastern shore! Marlon Maragh in his 488 Pista and John Pudlinski in his RCR Superlite blast off from the fuel/rest stop midway through our rally.

Photos: by Pat Transue



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Giro d'Autunno

An enthusiastic group of about 35 Tifosi and more than 20 examples of the industrial art of Maranello gathered on a lovely Saturday for the Club's Autumn Cruise. After a half hour or so of kibitzing and reviewing a wide range of cars that included Ferraris both old and new and a couple examples of Lotus and Dodge handiwork, the group convened for lunch at Ciao Osteria, a fabulous Italian restaurant in Centreville, Virginia. The group occupied the entirety of a Tuscan-inspired private room that swept us away to the Old Country. The fare ranged from delectable pizzas to robust Italian bistecca.



We were mystified for a short time by a failure to appear by David Wheeler, whose absence turned out to be the result of a failure to proceed by his otherwise wonderful 330GT. But some quick thinking and ingenuity brought him back into our midst before the drivers' meeting.

Now at full strength, the group departed for a three-hour rally through the gorgeous Virginia and West Virginia countryside and mountains of the Shenandoah region. After a short time navigating our way out of suburban Centreville, we found ourselves on a multi-lane, fairly straight, high-speed expressway that gave us the opportunity to put the cavallinos through their paces. But the better part of the trip was through tight, twisting, country roads that put the Ferraris to the test and put on display the engineering and handling that earned the marque its peerless, worldwide reputation.

But soon enough, we found ourselves high in the mountains, with cutbacks and decreasing-radius turns that had our

passengers holding on for dear life and wondering why they ever cast their lots with this group of automotive renegades. Some of the high peaks through the mountains offered spectacular views of the lowlands and valleys below. The fall colors could not have offered better splashes of every imaginable shade of the rainbow -- vivid reds, yellows, purples and golds.

We arrived, exhausted and satisfied, at our host hotel -- the stately George Washington Hotel -- at about 5pm in the afternoon. The George Washington is a historic, Georgian Revival hotel located in downtown Winchester, Virginia. It was built in 1924 by The American Hotel Corporation as part of their "Colonial Chain" of hotels. Like many hotels of the era, the property was built in close proximity to a B&O train station and was constructed to provide lodging to railroad passengers. This grand hotel even has an indoor pool modeled after a Roman bathhouse. Just as importantly, the hotel offers fully secured underground parking and made an entire floor available to our convoy.

After freshening up, we convened at the hotel bar, called Half Note, for a cocktail (or two) before proceeding to a fabulous dinner at the acclaimed Village Square Restaurant, just a few short steps away from the George Washington. This charming restaurant features New American cuisine and has a rich history, including Stintzas, an oil and fragrance shop, an auto dealership, a grocery store, and a diner. The adjacent piano bar was a former speakeasy during Prohibition. The varied menu included, appropriately, Bucatini Frutti Di Mare, along with many other mouth-watering treats. After a leisurely dinner, the Tifosi gradually regrouped at the Half Note for a nightcap, swapping tales of the day's fabulous events and sites.

A wonderful time was had by all, and it was only with reluctance that we mounted our steeds on Sunday and returned home to our daily drivers. Many thanks to the organizers for putting together such a memorable outing.

Steve Schuh



BBQ Turkey Trot Rally 2021

Phil Waterbury organizes the 2021 BBQ Turkey Trot...

November 20th was a clear but brisk morning which matured into a lovely day to wrap up the 2021 driving season with FCA-MAR. I didn't know what to expect that morning - it had been a six month effort to this point to organize my first MAR rally - but it turned out to be far more rewarding than I imagined. To tell the story correctly, it started seeming simple, with me doing google searches for interesting roads in the area. As most online forums are now empty husks of what they once were it was a little challenging but eventually I found a route near where I lived which seemed to be interesting. I decided to do a test run, to make sure. As a guidepost for future FCA-MAR event organizers, I will list several 'rules' for what I learned below.

Rule 1: Even if you think you know the route and have studied Google maps to the point of memorizing road names and landmarks - when on the road always use a map app with guide points to catch your missteps!

My first attempt at mapping a route found me lost, on a one-lane washboard dirt road in my 360. 'I don't need to turn around - the road I'm looking for is just at the next intersection'. Don't be me - 4x4 Phil. I almost got to the point of getting out of my car and looking for moss on a certain side of the tree- but gained my bearings and was able to avoid calamity. I drove the route a couple more times, each more successful than the previous, as I logged the route in Google maps with waypoints and sent myself the map in an email so I could open it on my phone. Finally, I had the route set and had even decided on the dining point- BlackHog BBQ- a place I enjoy and was confident others would too.

Rule 2: Talk with people who have done this before.

I shared my route and thoughts with Eric and Lashdeep to seek their counsel and judge my sanity. They were interested in doing something in Frederick but parking at restaurants in general is



poor around the area [sad but true]. I got a Google earth view of the parking lot highlighting the parking arrangements and it showed there was a pathway with no speed bumps or other supercar traps. It seemed I might have something. I did the drive a couple more times - going to the point of timing it. I had questions of what is too long and what is too short? Do I need to have twisty or straightaway roads? What would people desire and expect? How long do you pause at the mid-point rest stop? How long of a first stint is reasonable? After the long thread of emails

Above: Gorgeous caravan of cars and scenery typical of the route

Below, Left: Lashdeep thanks Phil for his efforts.

Below: Hamid's amazingly ferocious Corvette ZR1 getting the once-over prior to the rally.



Lashdeep and Eric understood how determined I was to host a 'proper' drive. To their credit they offered me constructive ideas and insight by the boatload. They are a very large reason why the drive was a success - helping me learn from their experience.

Rule 3: Make sure you organize the destination point to assure it can handle your party size.

This is a tough one. I sent an email into the ether and heard nothing. I sent another follow up, and again nothing. So, I went to BlackHog BBQ, picked up some food and asked if the manager was there so that I could see if they could handle a large group. The waiter simply gave me the same email for the manager. Thankfully, the manager did ultimately respond and we started talking. The big advice I'd offer is not to overestimate. I was guessing from past 2021 drives we would have strong attendance with 10 to 15 cars resulting in around 15 to 20 people. The restaurant countered that they had seen most 'car clubs' didn't eat-in or maybe just stop for drinks. I get it but at least they knew I would confirm the number before arriving and the date and time we would be there. I tried to get them to record the F1 qualifying [they didn't have a record function] which was that day and also tried to see if they could have reserved parking [which they don't control the parking lot and couldn't do] but at least there was a rapport going on between us.

Rule 4: If you build it, they will come.

At the start we had a very healthy showing of 16 cars - as I took the challenge of not only being the road guide but also a spiritual one, I had to don a turkey day helmet for the driver's meeting to keep the vibe. As we set out at a moderate pace to allow tires and engines to warm up, we held a pretty tight queue until we passed Libertytown and headed toward the Catoctin Mountains when we were able shift some gears and embrace the open straights and abundant curves.

Rule 5: Keep the weather in mind but don't worry about it.

In the days prior to the event we had a storm come through which ensured it was clear and cool - but it also robbed us of



Top Photo: The event window-cling momenta designed by, and provided to participants by Phil.

Above: Zahir explaining that, no, his gorgeous Euro 308 is not being donated to the New Market Volunteer Fire Department.

Below, Left: Nice photo by Amy Tich of a horse trailer leading Prancing Horses through the Catocitns.



Photo by Amy Tich

most fall foliage. While there were some gorgeous vistas, there were just hints of the peak colors and mostly earthen gray, reflecting the quickly approaching winter in the farmland of Frederick county.

As my event was scheduled as the last drive of the season, a week before Thanksgiving, I decided upon the 'Turkey Trot' theme. I had a crazy thought and with MS Paint, and passion, created a static cling window decal - inspired to a degree by all the cars which attend the high-profile rallies but retain a token to remember the drive by. As it was late in the year, I made the decision to have it on the inside of the window, and after the rally stick it on a tool box or other item in your garage as a memento.

Continued page 16

FCA-MAR Wine Tasting Virtual Event

By Lashdeep Singh

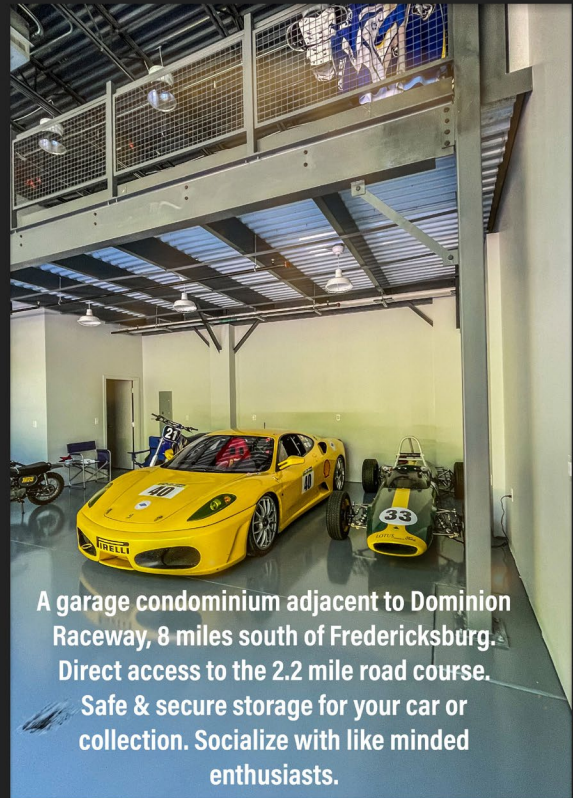


Building on our popular virtual events from last year, MAR members enjoyed another wine tasting on January 12th. Although pandemic guidelines precluded a live event, plenty of discussion and enjoyment ensued online as Peter Gaylor of Magruder's DC selected four terrific wines for our enjoyment.

Three Italian and one California varietal made for a spectrum of impressions and tasting notes for all to ponder. Particularly popular was the Primitivo which is also known as Zinfandel outside of Italy. The name here likely came from a variation of "Zierfandler" which is an Austrian grape.

Look for more installments of these popular wine and spirits tastings throughout the MAR calendar this year!

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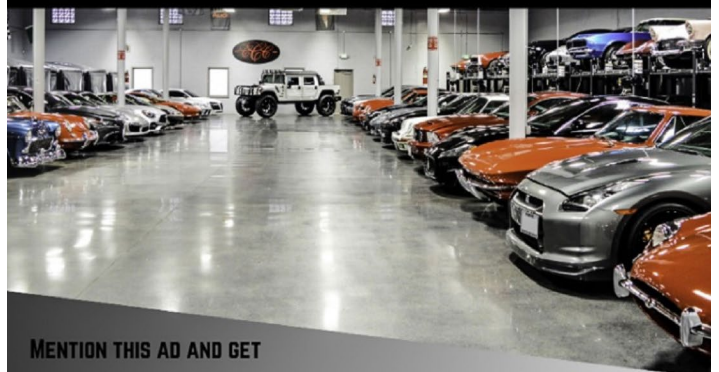
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(Continued from page 12)

Rule 6: Consider driving pace and roads, making sure the experience is enjoyable for members whether they are driving a modern or vintage car.

Traffic is a crapshoot when you get up to the Catoctin Park area [no passing two lane road], especially on a weekend day. We occasionally faced slow-moving traffic, but were able to enjoy some bursts of speed and the frequent sharp turns. On the return section we were able to open up the throttle more [until my wife notified me that motion sickness is a real thing so I cooperated by easing off. In the downhill section I slowed, spacing us from traffic, and we then hit the twisty section with no interference before heading back to Thurmont. You can't control the traffic

conditions, But, the benefit of a varied speed route is that *some of it* will work the way you expect. After a bit of a rest stop, we jumped onto the second half of the rally and were much luckier with traffic.

Rule 7: Embrace the day!

As we were heading to our lunch destination, BlackHog BBQ, most of us were stopped at a traffic light when a pickup to my right had a kid who wanted to hear the car rev - and who am I to refuse a potential future tifosi? Once we arrived at the restaurant we sat and enjoyed the delicious BBQ meal and conversation- we fully occupied one long table and half of another and spent an hour or more talking, eating, laughing.

As this was my first organized drive I'd

have to thank Eric and Lashdeep for their boundless patience for my numerous questions and the rest of the FCA-MAR leadership team who also supported me, and of course all those who participated! It meant a lot to me that everyone was generous with their time and for their kind, supportive words. If you would like to organize a drive on your favorite roads to one of your favorite destinations, just ask and you will have the support to make it happen.

Phil Waterbury

Above: Autocross season over, Mike Tavenner (teal shirt) joined the rally in his sharp Cayman S.

Below: The hungry group, post Turkey Trot, at Blackhog BBQ, Thurmont, MD.



How I approached purchasing a helmet for FCA-MAR activities



First time buying a helmet and I wanted to share points that helped me decide on what to choose. By Phil Waterbury



1. Use case

The key is deciding what type of driving events you will be participating in, as helmets have different purposes and certifications (more on that later). Based on the type of helmet you may or may not be able to use it in certain venues. As an example- you could use an open face helmet at autocross but they can not be used for karting as tracks require the whole head be protected. Motorcycle helmets (M-rated) may or may not be allowed at either of those events.



2. Frequency of use

How often you are planning on using the helmet and the exact types of use will help define what you should be looking for. High end helmets are typically lighter and result in less fatigue at the end of a day of use. Lighter helmets are made of expensive materials [primarily Carbon Fiber] which can make this a cost/benefit calculation. As a helmet has limited lifetime you should evaluate your expected use and calculate that into what material the helmet is composed of and if you need HANS device support, drink tube and radio capabilities as these may be plug-and-play add-ons or require purchasing a unique model of the helmet with this integrated.



3. Certifications

There are two principals to this- certification body/type and timeframe of certification.

To be as brief as possible, pick a Snell SA2020 helmet. With Snell the prefix defines use- SA is the auto rated, K is for kart, M is for motorcycle. The year matters as tracks generally accept the current standard and the previous (as of the time of writing- SA2020 and SA2015). In 2025 it will be SA2025 and SA2020 - SA2015 will then be end of life. I could prattle on about DOT/M2020/ECE but don't focus on those unless you have a specific need.



4. Fit

The key to all of this is fit- if the helmet isn't sized right or isn't made for your shape of head you won't wear it or it will wear you out- either way in that case is bad. So you want to make sure you take stock of these items: look about breathability and airflow, does it have adjustable/replacement pads to improve fit, if you wear glasses- does the viewport allow you to wear your glasses comfortably, getting an accurate size measurement of your head and understanding the shape of your head is important as different helmets cater to different head shapes.



5. Research

<https://youtu.be/9d8MALEJCHg>

- while focused on motorcycle helmets it is a great overview of the technology and highlights key takeaways of the compromises that go into making a helmet.

<https://youtu.be/I0k1R33thuk>

- a good quick view of sizing and differences in helmet to head shapes between two helmets (Bell and Arai)



What's Inside the Best Motorcycle Helmets of 2021...
myotube.com



Choosing the right Motor Racing Helmet: Arai GP5W...
myotube.com



6. Final stage

I ended up going to a local shop (OG Racing - about 1.5 miles from FoW) as I wanted to assure proper fit and talk to someone knowledgeable. The salesperson was great and sized me up perfectly and based on the criteria above I ended up purchasing a G-Force Nova Full face helmet. It has SA2020 and FIA certs, fairly light (just over 3lbs), has a very generous viewport, and was a reasonable cost (\$500) for a useable lifetime until 2030.

2021 FCA-MAR Holiday Party



Photo by Bill Proctor

The 2021 FCA-MAR Holiday Party was held Saturday, December 11. FCA-MAR Sponsor, Ferrari of Washington, graciously provided the perfect venue! Special thanks go out to William Elliott of FoW who was on-site throughout the event helping make sure things went smoothly.

Organizing this event required a large investment of time by Frank Privitera, Lashdeep Singh and Eric Tich. The result was a wonderful evening with awards, gifts, video tributes, great food and drink, and the presentation of a special recognition plaque to David Wheeler. I share the feeling others have expressed that the only downside to the event was that there were so many interesting people there that I didn't get the opportunity to connect with everyone before the evening ended.

Pat Transue

Above: David Wheeler's 412 (see cover photo) hidden by members happy to give he and Anne a proper send-off!

Below, left: Two of our longest-tenured FCA members, Sam Smith (seated) and Bruce Rippey, a member since 1970, enjoying conversation with Anne Owen.



Above: Members donated approximately 100 unwrapped toys for the annual Marine Corps Toys for Tots drive. The toys were delivered to the Baltimore campaign, which for the 2021 season distributed over 100,000 toys to families in need. Thank you, FCA-MAR!

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First Impressions

By Katie Tich
Holiday Party 2021

The holiday season has always been, as cliché as it sounds, the most wonderful time of the year for me. I love seeing the shiny Ferrari-red decorations alongside the beautiful greens and golds. Celebrating the holidays always seems to bring with it a wonderful sense of community and joy in the presence of family and friends.

I had never been to a Ferrari club event before the 2021 holiday party (unless you count the virtual wine tastings!). I jumped at the chance to celebrate the season and meet the wonderful members of Ferrari Club I've heard my dad talk about for years, but never gotten the chance to meet. I had no idea what to expect when I drove up to the dealership with my girlfriend, finally found a place to park, and walked into a roomful of strangers.

The moment we walked in I felt surrounded by warmth. I'm not sure what I was expecting, but we were welcomed with open arms by people whose names I knew but whose faces I'd never seen. After dropping off our Toys for Tots LEGO set under the tree, we circulated the room in a whirlwind of introductions that left us both feeling like even though we'd never been to an event before, we still belonged.

Getting to know so many people I previously only knew in name opened my eyes to the wonderful community that the Ferrari Club fosters. It's about the cars, but it's not really about the cars. It's about a shared love, a shared passion for cars and driving, and building community around that passion.

I'll be honest—I didn't know if I would fit in at an event for a club I'd never really been a part of before. But in true holiday spirit, I felt instantly enveloped in the excitement and joy surrounding me in all of these amazing people. All of you. It was infectious—I wanted to go explore the cars on display. I listened intently while I heard the stories about each car. My girlfriend and I got to geek out over the engine on display (we're both engineers, God help us). The drinks were flowing, the spirit was

merry, and I felt like part of a family. The only thing that could've made it more complete would've been if Santa showed up in a red Ferrari sleigh.

When we left that night, we both felt filled to the brim with holiday spirit. I finally got to meet the people that my dad shares so much love and passion with—it was a gift to experience how much joy Ferrari Club brings him and how much of a family you—no, we—are. I feel so welcome, even after one holiday celebration. Maybe it's

the magic of the season, but I'm convinced it's the family that you all have created and cared for so deeply all these years.

Oh, and my girlfriend got to send her older brother a picture of her standing next to the car (*red 360 Spider pictured below - Ed.*) of his dreams. Just a bonus.

Katie Tich



Above: The Ferrari of Washington showroom was tastefully decorated for the FCA-MAR Holiday party. Photos by Bill Proctor.



The author (right) pictured with her girlfriend, Rachel (left). This photo was intended to make Rachel's brother jealous – and we're happy to report that it worked!

Opposite, top: Presentation of plaque to David Wheeler.



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At this year's holiday party, we sadly said "so long for now" to our good friends David and Anne Wheeler, who have decided to relocate back to jolly old England. We sent them off in fine form, having sneakily arranged for David's 412 to be a guest at the party (see cover photograph), and then presenting them with a commemorative plaque (above) signed by the club members present at the party. We wish David and Anne all the best as they settle into their new surroundings.

Eric Tich



Above, left: Our FCA-MAR 'Amys': Amy, Amie and Amy!

Above: Curtis Campbell and Gina Loyd enjoying the food, drink, and company of George and Kay Baird.

Left: Ron Johnston chatting with JJ Romary and her guest, Ralph.



Photos by Bill Proctor. Special thank you goes out to Bill Proctor. At the last moment Bill was asked to bring his camera and take the event photos, most importantly the group photo of everyone with David and Anne surrounding their 412. Bill's group photo was mounted on the plaque and is pictured at the top of this page.



Above, left: Julie and Dan Smith enjoying conversation with Robert Walters and Danny Sarmiento.

Above, right: 2022 FCA-MAR Calendar and grill badges given to attendees.

Left: Festive decorations at Ferrari of Washington.

Right: Mike Girardi and Nina Sheehan; Doug Teague and David Wheeler.

Below, left: Rachel McCown, Katie and Amy Tich having a laugh with William Proctor.

Below, right: Debbie and George Shapiro with Roy and Marnie Melloni.

Photos: by Bill Proctor.



Enzo's Birthday Party and Story Time



Words by Eric Tich

We so wanted to host a real live in-person party this year to celebrate Enzo Ferrari's 124th birthday. But alas, Omicron had other ideas. So, we did the next best thing. On Feb 20, FCA-MAR gathered for a virtual celebration featuring great presentations by two of our members, along with an Enzo trivia contest that was fun and informative.

Ron Johnston led us off with a toast to Enzo. As members of the FCA, we all feel a special tie to our beloved cars and to the man who made them possible. Ron was able to put those feelings into words (in a way that I never could!), and we were all smiles as we raised a glass in Enzo's honor.

Next up was Dan Smith, who told us all about his recently completed garage project – and the term “garage” is definitely an understatement. At 60' x 70', with 5400 sq. ft. of total floor space on two levels, it is part garage, part workshop, part office, and part storage facility – a definite bucket-list item for Dan.

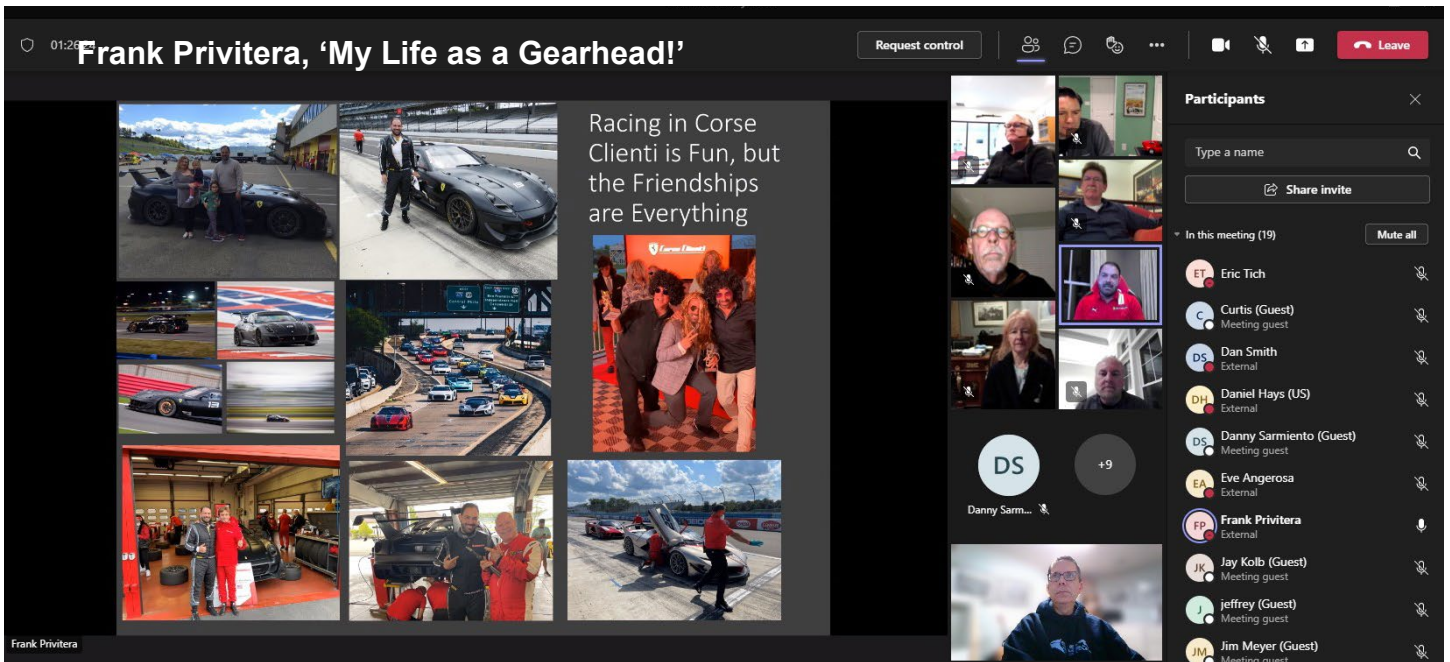
We were all super impressed, and truth be told, probably a bit jealous! Dan has offered to host an FCA event at his “garage-mahal” this summer – be sure to attend so that you can see it in person.

After Dan's presentation, I hosted an Enzo Ferrari trivia contest with a range of questions designed to really test our Ferrari knowledge (or at least our Googling skills). It was a close contest, and wasn't decided until the very last question.

First place – and ultimate Enzo bragging rights – went to Curtis Campbell. Curtis' prize is a free entry into one of our upcoming autocross events. (Curtis has

never participated in an autocross before, so this issue's article about helmets will come in handy!) A well-deserved second place went to Jim Meyer, who won two free karting runs at one of our 2022 karting events. Honorable mention went to Danny Sarmiento – although he came in last, he had the most creative and funny answers and kept us amused throughout.





To close out our evening, Frank Privitera gave a presentation entitled **“My Life as a Gear Head”**. We were all on the edge of our (virtual) seats, enjoying the story of Frank’s history with cars in general, with racing, and with Ferraris in particular.

Frank’s father was a notable car builder and customizer, and Frank literally grew up around cars. He started wrenching when he was only 5 years old, helped his father build a number of drag cars, and by the time he was 16 he was competitively drag racing up and down the eastern seaboard and as far west as Indianapolis. While Frank was still in college, he and his father built their ultimate drag car – a 1948 (English) Ford Anglia known as “Evil Twin”, with a custom stretched chassis, 33x16 slicks, and powered by a blown big-block Chevy engine making approximately 2000 horsepower. But then, as the story goes, he met a girl! Frank was instantly smitten with Melaine, who also grew up around cars and racing, and it was clear from day one that they were a perfect match. Melaine introduced Frank to Formula 1, road racing and to Ferraris, and it wasn’t long before he was hooked.

Frank began road racing with the Skip Barber school and MX-5 series, and ultimately progressed to Ferrari’s Corse Clienti program, where he runs a 599XX. Through the program, Frank has been able to travel the world, drive amazing and iconic race circuits (Spa Francorchamps being his favorite), and meet many incredible people (including a number of Ferrari Formula 1 drivers).

Frank has complemented fervor for racing with a series of Ferrari road cars, including a 360 Modena, a 488 GTB, a 488 Pista (the best car he’s ever driven), and a Lusso (a great all-rounder). On the way are an 812 GTS (supposedly Melaine’s car – yeah, right, Frank!) and a 296 GTB.

Hearing Frank speak, you cannot miss his passion for all-things Ferrari. But more important is his drive and desire to share that passion and help grow the next generation of Tifosi. Rest assured, when Frank says, “Forza Ferrari”, he means it!



Above: Melaine’s incoming 812 GTS

Below: Frank with his 2000 HP ‘Evil Twin’!

Below, left: Frank with Seb and Kimi!



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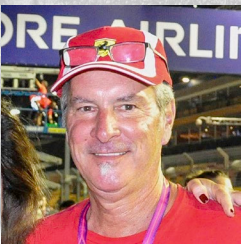
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